

Project Costs & Funding

Pilot Project Cost - \$17.87 Million
2005 Gas Tax funding - \$12.74 Million
Federal Highway Administration funding - \$5.13 Million

- How will the toll revenue be used?
- Toll revenue will be deposited into a state treasury account and spent only if appropriated by the state legislature.
 - Revenue may be used to pay for the cost of maintaining the tolling system, and a portion of the revenue may be dedicated to increase transit, vanpool, carpool and other services for the SR 167 corridor.

WSDOT has been out in the community talking to SR 167 commuters about HOT lanes. Most people have said they would consider using the HOT lane if it would get them where they need to be on time.

“I will use the HOT lanes if I am running late; getting to a job site on time is worth more than the cost of a toll.” – SR 167 commuter

“I believe this [HOT lanes] gives our community another option with little change and/or cost.” – SR 167 commuter

HOT Lanes Pilot Project Schedule						
	2007	2008	2009	2010	2011	2012
Construction						
Software testing						
Report evaluation results						
Pilot Project <i>(operational changes may be tested to maximize roadway productivity)</i>						

For more project information:

Visit the Web site:
www.wsdot.wa.gov/projects/SR167HOTLanes

Contact:
Patty Rubstello, P.E.
WSDOT SR 167 HOT Lane
Project Manager
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 **Washington State Department of Transportation**

Need a transponder?
Get more *Good To Go!* information

Visit the WSDOT Web site to get more information about *Good To Go!* transponder, and sign up for your account: <http://www.wsdot.wa.gov/GoodToGo/>.

Call: 1-866-936-8246
1-866-WDOT2GO
Hours: 7a.m. - 7p.m. Sunday - Saturday

Email: Goodtogo@goodtogo.wsdot.wa.gov

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ADA Information: Individuals requiring reasonable accommodation of any type may contact Mike Sallis at sallism@wsdot.wa.gov or 206-464-1230. Persons who are deaf or hard of hearing may call WA State Telecommunications Relay Service (TTY) at 711.

Title VI: WSDOT assures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination based on race, color, national origin and sex in the provision of benefits and services. For language interpretation services, please contact Mike Sallis at 206-464-1230. For information on WSDOT’s Title VI Program, please contact the Title VI Coordinator at 360-705-7098.



Coming Soon to SR 167:
High Occupancy Toll (HOT) Lanes Pilot Project

What are HOT lanes?
High Occupancy Toll (HOT) lanes are HOV lanes that are also open to other drivers who pay a toll. Toll rates are set electronically to ensure that traffic in the HOT lane flows at 45 miles per hour or faster, even when the regular lanes are congested. When the SR 167 HOT Lane Pilot Project opens, buses, vanpools, carpools and motorcycles will continue to use the lane toll-free.

What is this Pilot Project?
This project will test the first HOT lanes in Washington State, giving WSDOT and drivers a chance to learn how HOT lanes work. During the four-year pilot, WSDOT will monitor traffic volumes, travel speeds, space available in the lanes, hours of congestion, and highway safety, to determine if HOT lanes can be more effective. WSDOT will adjust operations during the pilot project as needed to improve traffic flow speeds, and highway productivity.



Image showing SR 167 with HOT lanes.

Beginning Spring 2008, the SR 167 HOT lanes will:

- Provide a new choice for commuters that’s easy and convenient.**
- No toll booths – it’s all electronic with a *Good to Go!* transponder.

- Improve traffic flow for all commuters on SR 167**
- While moving about five percent more vehicles than today.

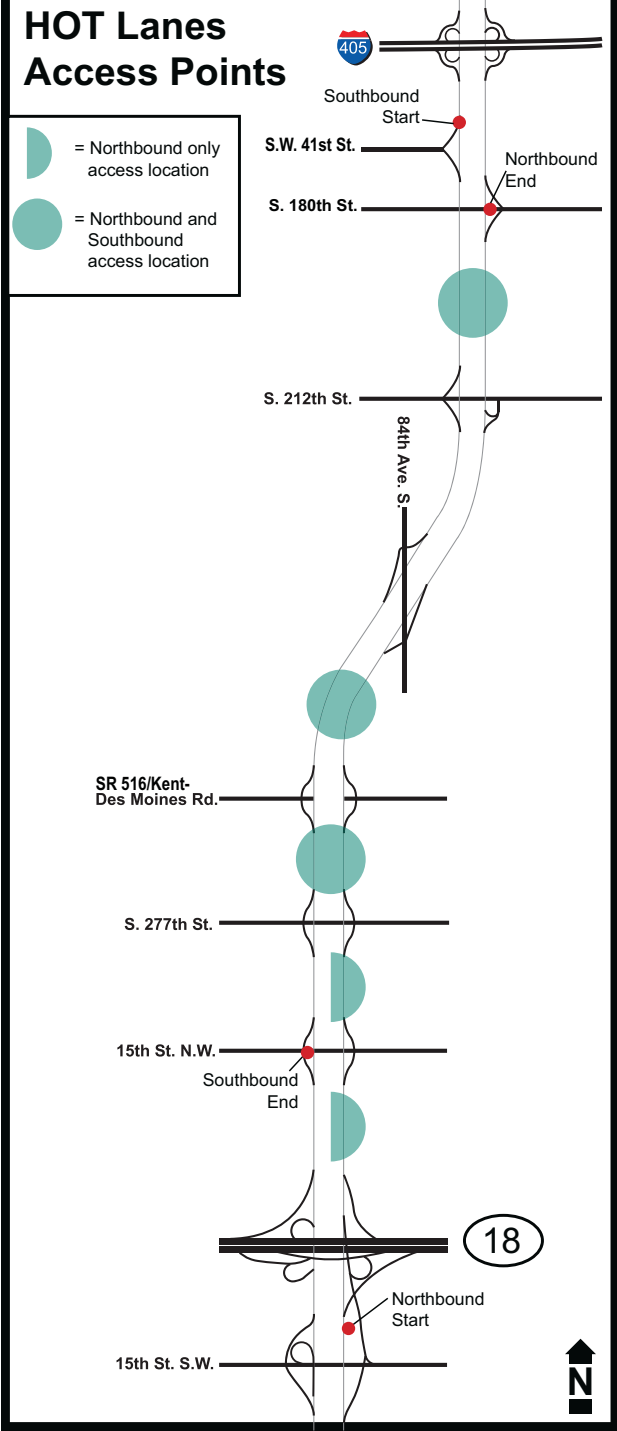
- Ensure express travel and reliable travel times when you need them most**
- You will see flexible pricing – tolls rise and fall automatically to keep traffic moving.

- Maintain fast, toll-free trips for HOVs (transit, vanpools, carpools, motorcycles)**
- HOVs will continue to use the HOT lane without paying a toll.
 - Traffic data shows there is room in SR 167 HOV lanes to accommodate some toll-paying solo drivers, even during rush hours.

Why SR 167 for this Pilot Project?
SR 167 was chosen for the HOT Lanes Pilot Project because the freeway has heavy congestion in the regular lanes and space available for more vehicles in the HOV lanes.

What will the HOT Lanes look like?

- The HOT lanes will be separated from the general lanes by a double-white line. It is illegal to cross the double white line.
- Drivers can enter HOT lanes at the beginning of the HOT lanes or at several mid-point access locations: four access points are proposed for the northbound lane and three for the southbound lane.

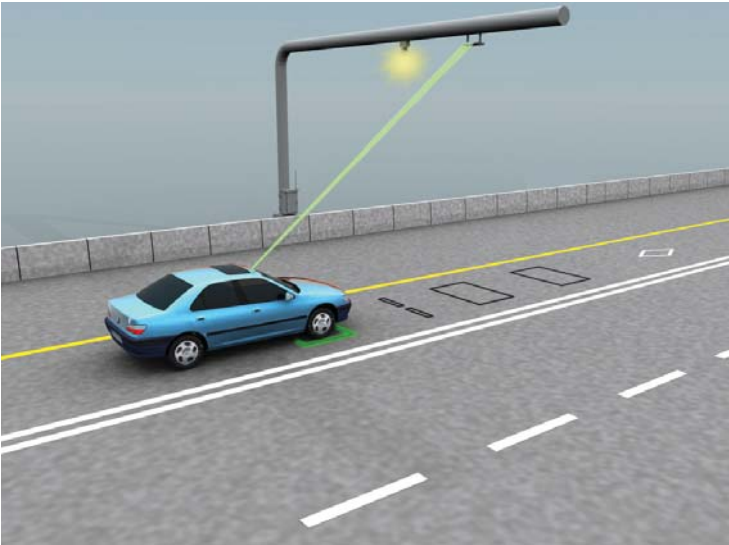


Tolls are set to keep traffic moving

- The price to enter the HOT lane could average between \$1.50 and \$2.00 per trip. However, the price could be lower or higher, based on the amount of traffic in the HOT lane.
- Electronic signs will display the price in advance, so drivers can chose if and when they want to use the HOT lanes.
- When the HOT lanes open during this pilot project, buses, vanpools, carpools and motorcycles will continue to use the lane free-of-charge.

Enforcement assures fairness

- A flashing light at access points will signify when a vehicle drives through with an active transponder. If the light does not flash, Washington State Patrol will check to see if there are two or more people in the vehicle.
- Additional troopers will be on patrol to ensure that drivers have entered the HOT lanes legally.



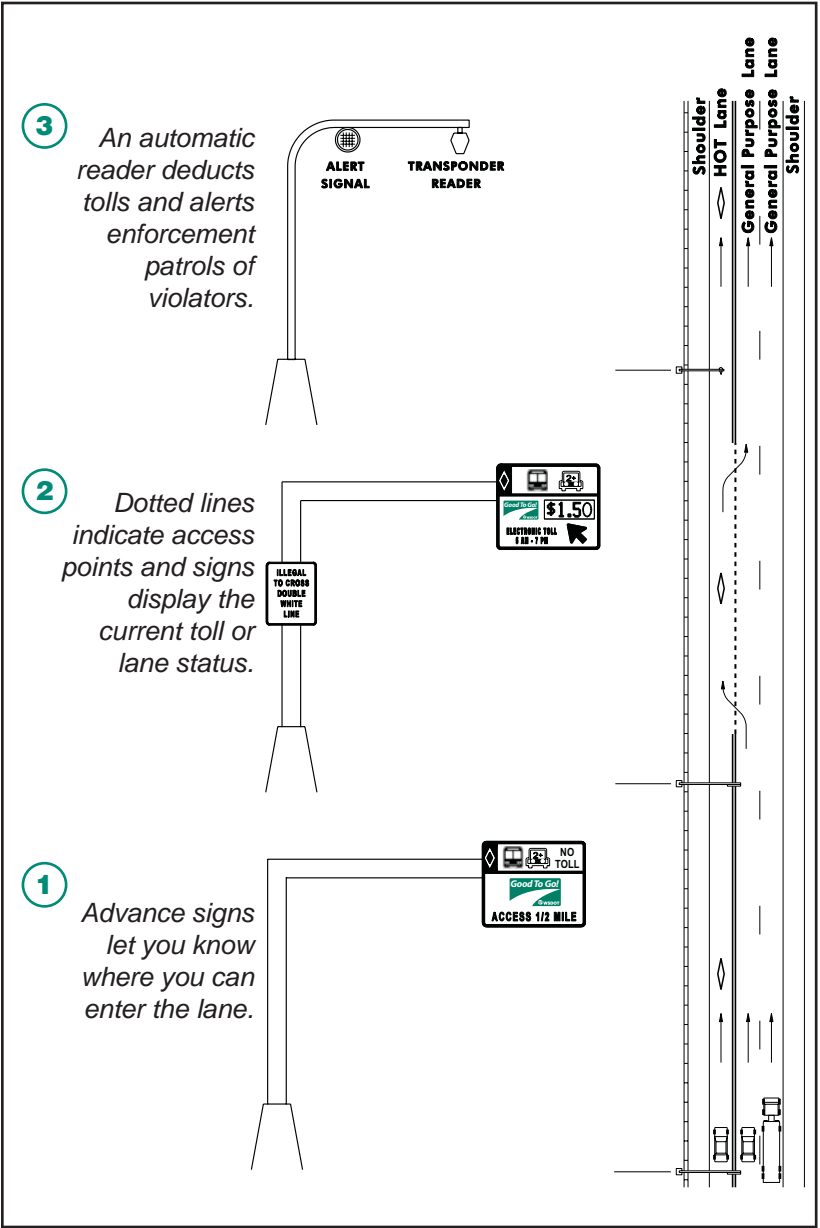
Electronic readers and transponders mean no toll booths.

HOT Lanes: Successful elsewhere

- HOT lanes have been successful in other states – they are in operation in California, Texas, Minnesota and Colorado.
- Surveys from a study in California found that SR 91 HOT lanes were popular and the benefits were enjoyed widely by travelers at all income levels.
- The same survey of SR 91 shows that low and middle income drivers make up the majority of HOT lane users.
- Surveys also show that most people don't use the HOT lanes every day – they use them only when they require a reliable trip.

Using the HOT Lanes system – Getting Good To Go!

How will the toll system work? It's as easy as 1, 2, 3



Price varies

- HOT lanes use flexible pricing, so tolls rise and fall automatically to keep traffic moving.

Signs let you know

- Overhead signs will inform you of the toll price in advance so you can decide if and when you want to enter the HOT lanes.
- The toll is debited from your account electronically.

No double-crossing

- The HOT lanes will be separated from the general lanes by a double white line. It is be illegal to cross the double white line.
- Carpools, vanpools, buses and motorcycles may continue to use the lane toll-free, but they also need to enter and exit at designated locations.

Get Good to Go!

- Open an account in advance to get a Good To Go! transponder (about the size of a credit card) that adheres to your windshield. The transponder is actually an electronic device that acts like a debit card.
- Transponders are already in use on the Tacoma Narrows Bridge. For more information about transponders, visit the Go To Go! Web site at <http://www.wsdot.wa.gov/GoodToGo/>.

Protecting your privacy

- The Good To Go! system uses state-of-the-art electronic toll collection technology that is already used on toll roads and bridges throughout the world.
- Personal account data will be protected and travel data used to monitor performance of the pilot project will not be linked to personal account information.



A toll transponder will be placed on a solo driver's front windshield. Drivers with Good To Go! transponders who also carpool may obtain a shield to deactivate the transponder when they carpool.